

The China Mail.

Established February, 1845.

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號五廿月八年二十八百八千一英

HONGKONG, FRIDAY, AUGUST 25, 1882.

日二十月七年午壬

Price, \$24 per annum.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GOSWOLD STREET & CO., 30, Cornhill, E.C. GOSWOLD & CO., 37, Wallbrook, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—GALLIEN & PAIRCE, 38, Rue Lafayette, Paris.

NEW YORK.—ANDREW WARD, 153, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & CO., Square, Singapore. C. HEINZSEN & CO., Manila.

CHINA.—Macao, Messrs A. DE MELO & Co. Amoy, CAMPBELL & Co. Anson, WILSON, NICHOLLS & Co. Fookien, HEBBES & Co. Shanghai, LANE, CRAWFORD & Co. and KELLY & WALKER, Yokohama, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars.
RESERVE FUND, \$2,500,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. L. DALEY, Esq.

Deputy Chairman—W. M. REYNOLDS, Esq.

H. HOPE, Esq. M. E. SASSOON, Esq.
Hon. F. B. JOHNSON, Esq. C. VINCENT SMITH, Esq.
A. P. McEwen, Esq. W. S. YOUNG, Esq.
F. D. SASSOON, Esq.

CHIEF MANAGER.

THOMAS JACKSON, Esq.

MANAGER.

SHANGHAI.—EVEN CAMERON, Esq.
LONDON BANKERS.—LONDON AND COUNTY BANK.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 3 per cent. per annum on the daily balance.

For Fixed Deposits:—

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. " "

" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Branches: granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Office of the Corporation,

No. 1, Queen's Road East.

Hongkong, August 19, 1882.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL, £1,500,000.

LONDON BANKERS.

BANK OF ENGLAND.

UNION BANK OF LONDON.

BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3 per cent. per annum.

" 6 " " 4 " " "

" 12 " " 5 " " "

Current Accounts kept on Terms which may be learnt on application.

Hongkong, June 1, 1882.

Insurance.

THE TOKIO MARINE INSURANCE COMPANY, LIMITED.

THE MITSUBISHI MARINE INSURANCE CO., LTD.

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Insurance.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Underwritten, AGENTS of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882.

THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL, £2,000,000. PAID-UP, £200,000.

PAID-UP RESERVE FUND, £50,000.

THE Underwritten having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.

Hongkong, January 1, 1882.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Underwritten are prepared to accept Risks on First Class Godowns at 1 per cent. net premium per annum.

NORTON & Co., Agents.

Hongkong, May 19, 1881.

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

CAPITAL £1,000,000 (One Million Sterling).

Unlimited Liability of Shareholders.

THE Underwritten having been appointed AGENTS for the above Company are prepared to accept FIRE and MARINE RISKS at Current Rates, allowing usual Discounts.

GEO. R. STEVENS & Co.

Hongkong, July 1, 1881.

MANCHESTER FIRE INSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling

of which is paid up £100,000

Reserve Fund upwards of £120,000

Annual Income £250,000

THE Underwritten have been appointed AGENTS for the above Company at Hongkong, Canton, Fookien, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 15, 1882.

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up) £1,420,000.00

PERMANENT RESERVE FUND £230,000.00

SPECIAL RESERVE FUND £250,000.00

TOTAL CAPITAL AND AC- CUMULATED PROFITS £1,900,000.00

April, 1882.

Directors.

H. DE C. FORBES, Esq., Chairman.

J. H. PINCKVOSSE, Esq., Wm. MEYERINCK, Esq.

A. J. M. INVERAUX, Esq., G. H. WHEELER, Esq.

HEAD OFFICE.—SHANGHAI.

Messrs RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs BARRING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent, 68 and 69, Cornhill.

Policies granted on Marine Risks to all parts of the World.

Subject to a Charge of 12 per cent. Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the Premium paid by them.

RUSSELL & Co., Agents.

Hongkong, May 9, 1882.

To Let.

TO LET.

(WITH IMMEDIATE POSSESSION.)

THE NEW FAMILY RESIDENCE situated next to EXETER on Robinson Road, replete with every convenience, TENNIS LAWN, STABLES, &c.

Also,

8 FIRST-CLASS GODOWNS of all Sizes—Water-side. Inspection is invited.

Apply to

SHARE, TOLLER & JOHNSON.

Hongkong, June 15, 1882.

TO BE LET.

THE STORE now occupied by the AMERICAN NOVELTY COMPANY in the MARINE HOUSE, QUEEN'S ROAD CENTRAL.

Apply to

HONGKONG DISPENSARY.

Hongkong, August 1, 1882.

GODOWNS-TO LET.

PRATA EAST AND WILSON ROAD.

For Particulars, apply to

HEINZSEN & Co.

Hongkong, April 25, 1882.

TO LET.

NO. 3, SEYMOUR TERRACE.

No. 2 and 4, PEDDAR'S HILL.

No. 5, CAMP BATTERY STREET.

No. 8, QUEEN'S ROAD CENTRAL (late occupied by PACIFIC MAIL S. S. Co.).

Apply to

DAVID SASSOON, HONS & Co.

Hongkong, July 24, 1882.

For Sale.

SPORTING GOODS.

LANE, CRAWFORD & Co.

HAVE RECEIVED THEIR NEW STOCK OF

LEY'S GREEN, BLUE AND BROWN CARTRIDGE CASES.

ELEY'S WATERPROOF CAPS AND WADES.

PIGOU & WILKES' SPORTING GUNPOWDER.

LEAD AND CHILLED SHOT.

GAME BAGS AND CARTRIDGE BELTS.

RECAPPING AND RELOADING MACHINES.

POWDER AND SHOT MEASURES.

FLASKS, DOG WHISTLES, &c., &c.

SHOOTING BOOTS, STOCKINGS, HATS and SUITS.

TINNED PROVISIONS AND LIQUORS

provided for Shooting.

And

PICNIC PARTIES

at Special Rates.

Hongkong, August 22, 1882.

Auctions.

PUBLIC AUCTION.

THE Underwritten has received instructions to Sell by Public Auction, on

SATURDAY,

the 26th Instant, at Noon, at the Godowns of Mr. D. NOWBROUGH, Wanchai,

63 Bales BOMBAY COTTON,

400 lbs. each.

Ex Steamship "Geelong"

(More or less damaged by sea water).

For account of the concerned.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, to be at Purchaser's risk on the fall of the hammer.

H. N. MODY, Auctioneer.

Hongkong, August 24, 1882.

PUBLIC AUCTION.

THE Underwritten has received instructions from the Mortgagee to Sell by Public Auction, on

SATURDAY,

the 26th August, 1882, at 3 p.m., on the Premises,

ALL THAT PIECE OR PARCEL OF GROUND,

Registered in the Land Office as INLAND LOT No. 206, measuring on the North-East 105 feet, South on Hollywood Road 37 feet, North-West 37 feet, South-West 88 feet. Together with the TWO HOUSES Nos 97 and 99, Hollywood Road, and Nos 1, 2, 3 and 4, No. 10-Kwai Lane.

For further Particulars and Conditions of Sale, apply to

J. M. GUEDES, Auctioneer.

Hongkong, August 14, 1882.

For Sale.

FOR SALE.

JULES MUM & Co.'s

CHAMPAGNE.

Quarts.....\$17 per doz. Case.

Pints.....\$18 per doz. "

GIBB, LIVINGSTON & Co.

Hongkong, November 1, 1881.

FOR SALE.

THE BRITISH STEAMER

"GLENELG"

805 Tons net—150 N.H.P., built in 1873 under Special Survey by SAMUDA BROTHERS, Blackwall.

For Particulars, apply to

GILMAN & Co., Agents.

Hongkong, August 15, 1882.

FOR SALE.

B. & E. PERRIER'S CHAMPAGNE,

CARTE BLANCHE.

Pints.....\$18 per doz. Case.

½ Pints.....\$19 per doz. "

GILMAN & Co.

Hongkong, June 23, 1882.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

Intimations.

TAKASIMA COLLIERY.

THE Underwritten has been appointed AGENT for the SALE of the above COALS at Hongkong, from and after this date.

H. J. H. TRIPP, Agent.

Nitin Bhai Mail S. S. Co.

Hongkong, April 26, 1882.

CANTON INSURANCE OFFICE, LIMITED.

SHAREHOLDERS are Requested to note that on SEPTEMBER of their PROXIMATE MEETING for the SALE of the Office, PERMANENT SCRIP will now be issued in Exchange.

Hongkong, 14th July, 1882.

JARDINE, MATHESON & Co., General Agents.

CANTON INSURANCE OFFICE, LTD.

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Half-Yearly MEETING of SHAREHOLDERS will be held in the Offices of the Company, No. 14, Praya Central, on MONDAY, August 28th, 1882, at 4 p.m., for the purpose of receiving the Report of the Directors, and a Statement of Accounts to 30th June, 1882.

The Transfer BOOKS of the Company will be CLOSED from the 12th to 28th Instant, both days inclusive.

By Order of the Board of Directors,

R. COOKE, Acting Secretary.

Hongkong, August 7, 1882.

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half-Year ending 30th June last, at the Rate of 2 1/2 per cent. per Share of \$125, is PAYABLE on and after SATURDAY, the 19th Instant, at the OFFICES of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,

T. JACKSON, Chief Manager.

Hongkong, August 18, 1882.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 83 per Share, for the Six Months ending 30th June, 1882, declared at To-day's Ordinary Half-Yearly Meeting of Shareholders, will be Payable at the HONGKONG & SHANGHAI BANKING CORPORATION from TO-MORROW, the 25th Instant. Shareholders are requested to apply for Dividend Warrants at the Company's Office.

By Order of the Directors,

LOUIS HAUSCHILD, Secretary.

Hongkong, July 28, 1882.

NOTICE OF REMOVAL.

THE SHIPBUILDING YARD and the WHOLE ENGINE DEPARTMENT of the Underwritten have been REMOVED from No. 9, MIDDLE STREET, West Point, Hongkong, to Kwong Chung, opposite Hongkong, close to the right side of the Government Coal Stump, where ample accommodation has been secured for Building or Repairing Large Vessels.

Orders or Communications from Hongkong side can be made either through Mr. TAN YIK KIU, Chinese Mail Office or KUN CHUNG TAI, Bohman Strand.

TAM A-MOW, Master of Mow Kee, Ship-builder and Engine Manufacturer, Kwun Chong opposite Hongkong.

Hongkong, August 7, 1882.

NEWS FOR HOME.

The Quinlan China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collected from the journals published at the various ports in those countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 52 cents). \$12 per annum (postage paid \$12.50).

Orders should be sent to GEO. MURRAY BAIN, Chinese Mail Office, 2, Wyndham Street, not later than noon of the day the English Mail Steamer leaves.

Terms of Advertising, same as in Daily China Mail.

SAILOR'S HOME.

ANY Cast-off Clothing, Boots, or

Parasols will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 2

For Sale.

MacEWEN, FRICKEL & Co.
No. 53, Queen's Road East,
(Opposite the Commissariat).
ARE NOW LANDING, EX
BRITISH BARQUE
"STILLWATER."

DEVOS'S NONPAREIL
BRILLIANT
KEROSINE OIL,
150° test.

SPARTAN COOKING
STOVES.

FAIRBANKS SCALES.

OAKUM.

TURPENTINE.

EX "AMERICAN MAIL"

CALIFORNIA
RACKER

COMPANY'S BISCUITS in 5 lb
tins, and loose.

Alphabetic B.I.S.
CUTS.

Panor Sweet Mix-
BISCUITS.

Ginger CAKES.

Soda BISCUITS.

Oyster BISCUITS.

AT
MILNEAL

HOMINY.

CORNMEAL.

OCEAN BUTTER.

Eastern and Californian CHEESE.

Boxless CODFISH.

Prime HAMS and BACON.

Eagle Brand Condensed MILK.

PEACH and APPLE BUTTER.

Pickled OX-TONGUES.

Family PIG-FORK in kegs and pieces.

Paragon MACAREL in 5 lb cans.

Best Ideal SALMON in 5 lb cans.

Cutting's Dessert FRUITS in 24 lb cans.

" Assorted Canned VEGETABLES.

" Potted SAUSAGE and Sausage

MEAT.

" Stuffed PEPPERS.

" Assorted PICKLES.

MIXMEAT.

COMB HONEY in Original Frames.

Richardson & Robbin's Celebrated Potted

MEATS.

Richardson & Robbin's Curried OYSTERS.

" Lunch TONGUE.

McCarthy's Sugar LEMONADE.

Glam GROWERS' PEACHES.

Smoked SALMON.

Green TURTLE in 24 lb cans.

" &c., &c., &c.

A LARGE ASSORTMENT OF STORES,

including:

TEYSSONNEAU'S DESSERT FRUITS.

ALMONDS and RAISINS.

PICNIC TONGUES.

COCOA-TINA.

MINCEMEAT.

SAUSAGES.

BRAND.

ISIGNY BUTTER.

DANISH BUTTER.

BREAKFAST TONGUES.

ANGLOVIES.

ASPARAGUS.

SOUPS, &c.

WINE and SPIRITS.

CHAMPAGNES—

HENRI'S MONOPOL and WHITE

SEAL

VEUVRE CLUQUET PONSARDIN.

JULES MUMM & Co., plants and quarts.

CLARETS—

CHATEAU MARGAUX.

CHATEAU LA ROSE, plants and quarts.

CHATEAU LA FITE, "

12th GRAVES, "

BREAKFAST CLARET, "

SHERRIES & PORT—

SACON'S MANZANILLA & AMON-

TILLADO.

SACON'S OLD INVALID PORT

(1849).

HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.—

1 and 3 Star Hennessy's BRANDY.

Bigott Dubouché & Co.'s BRANDY.

FRUIT OLD BOURBON WHISKY.

KRAMER'S LL WHISKY.

ROYAL GLENDEE WHISKY.

CHARTREUSE.

MARASCHINO.

CURAÇAO.

ANGOSTURA, Bitters and ORANGE

BITTERS, &c., &c.

BASS'S ALE, bottled by CAMERON and

Sunderland, plants and quarts.

GUINNESS'S STOUT, bottled by E. &

J. Burke, plants and quarts.

PHILADELPHIA BEER, in quarts.

DRAGON ALE and PORTER, by the

Gallon.

ALE and PORTER, in hogheads.

SPECIALLY SELECTED

CIGARS.

Fine New Season's CUMSHAW TEA, in

5 and 10 catty boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

SEASIDE LIBRARY, 15 to 25 cents.

FRANKLIN SQUARE LIBRARY, 15 to

25 cents.

MILNER'S PATENT FIRE-PROOF

SAVES, and CASH BOXES, at

Manufacturer's Prices.

Hongkong, June 1, 1892.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE S. S. *BELGIC* will be despatched
for San Francisco via Yokohama,
on SATURDAY, the 2nd September, 1892,
at Noon.

Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

RETURN PASSAGE TICKETS from San Francisco
to Yokohama will be granted at a
Reduction of 25%.

Passengers to accompany Over-
land, Central and South American
trips, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 104, Queen's Road Central,
HONGKONG.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP

COMPANY.

THROUGH TO NEW YORK, VIA

OVERLAND RAILWAYS, AND THROUGH

AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF*

San Francisco will be despatched for San

Francisco, via Yokohama, on FRIDAY,

the 12th September, 1892, at Noon, for

Panama, and thence for Japan, the

United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan

Ports, to San Francisco, to Atlantic and

inland Cities of the United States, and

Demerara, and to ports in Mexico, Central

and South America, by the Company's

connecting Steamers.

Through Passage Tickets granted to

England, France, and Germany by all

trans-Atlantic lines of Steamers.

Heavy Passage Orders from San Francisco

to Hongkong will be granted at a

Reduction of 25%.

Freight will be received on board until 4

p.m. on the 14th September. Parcel Packages

will be received at the office until 5 p.m.,

same day; all Parcel Packages should be

marked to address in full, value of same

to be registered, and value of same to be

consular invoices to accompany Overland

Cargo should be sent to the Company's

Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to Passage

and Freight, apply to the Agency of the

Company, No. 104, Queen's Road Central,
HONGKONG.

CHAS. D. HARMAN,
Acting Agent.

Hongkong, August 23, 1892.

self

Insurances.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are

prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either

here, in London or at the principal Ports

of India, China and Australia.

Fire Department.

Policies issued for long or short periods at

current rates.

Life Department.

Policies issued for sums not exceeding

£5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1892.

Intimations.

FREDERIC ALGAR,

COLONIAL NEWSPAPER & COMMISSION

AGENT,

11, Clement's Lane, Lombard Street,

LONDON.

THE Colonial Press supplied with News-

papers, Books, Types, Ink, Presses,

Papers, Correspondents, Letters, and any

European Goods on London terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office

are regularly sent for the inspection of

Advertisers and the Public.

Mr. Andrew Wind,

News Agent, &c.

133, NASSAU STREET, NEW YORK;

is authorized to receive Subscriptions.

Advertisements, &c., for the *China Mail*,
Overland China Mail, and *China Review*.

Not Responsible for Debts.

Neither the Captain, the Agents, nor

Owners will be Responsible for any

Debt contracted by the Officers or

Crew of the following Vessels, during

their stay in Hongkong Harbour.

BOON, British steamer, Captain T.

Thomas—Arnold, Karberg & Co.

BAUMWAL, German steamer, Capt. T. C.

Bonhorst—Siemssen & Co.

BENZON, British steamer, Capt. James

Ross—Gibb, Livingston & Co.

ERIN'S LAKE, British ship, Captain J.

Fleming—Gibb, Livingston & Co.

MAGENTA, British brigantine, Captain H.

Collett—Jardine, Matheson & Co.

NEARCHEUS, American ship, Captain Wm.

H. Swap—Borneo Company, Limited.

PENRO, British steamer, Captain T. S.

Kenderdine—Melchers & Co.

PHOENIX, German steamer, Captain H. T.

Behrens—Siemssen & Co.

SEA WITCH, American ship, Capt. John

H. Drew—Russell & Co.

SUPERB, American barque, Capt. C. B.

Avoril—Arnold, Karberg & Co.

To-day's Advertisements.

CHIARINI'S
ROYAL ITALIAN
CIRCUS,
Menagerie of Performing
ANIMALS,
AND
THE IMPERIAL SHIMIDZU
JAPANESE TROUPE
IN THE
MONSTER PAVILION at BOWRING-
TON.
ENTHUSIASTIC RECEPTION.
BRILLIANT SUCCESS
OF THIS FEARLESS COMBINATION.
PERFORMANCE
EVERY EVENING,
Commencing at 8 o'clock.
THE INIMITABLE SARONY.
EVERY EVENING,
OUR GALAXY OF
TWENTY STAR ARTISTS
(Both Male and Female),
and
CHIARINI'S
MAGNIFICENT STUD of
TWENTY-EIGHT TRAINED HORSES.

SATURDAY, at 4 o'clock,
GRAND MATINEE.

PRICES OF ADMISSION:
Boxes for Six Chairs, \$12.00.
Dress Circle, 2.00.
Stalls (Carpeted Seats), 1.00.
Pit, 0.50.
Children under ten and Soldiers under the
rank of Officers, half-price except to Boxes.

A reserved division of the Carpeted and Pit
Seats has been arranged for NATIVE LADIES
(To which they alone are admitted.)

A Plan of the Seats can be seen at the
ENTRANCE to the
HONGKONG HOTEL
(Mr. Moore's Office),
where Tickets will be on Sale To-day and
Daily from 9 A.M. till 4 P.M., accom-
modating Parties who may wish
to secure seats in advance.

Doors open at 7.30 p.m.—Performance to
commence at 8 p.m. punctually.

G. AGRATI,
General Agent.

Hongkong, August 25, 1892.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co's Steamship
"Agamemnon,"
Capt. WILKIE, will be
despatched at 2 p.m. TO-
MORROW, the 26th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 25, 1892.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates
for CHEONG CHENG, NEW-
CHANG, HANKOW and Ports
on the YANGTSE.)

The Co's Steamship
"Foeny,"
Capt. INYDE, will be
despatched as above TO-
MORROW, the 26th Instant, at 2 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, August 25, 1892.

NOTICE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOT POSTE FRANÇAIS.

The Co's Steamship
"Volga,"
Commandant DE TEMPLE,
will be despatched for
YOKOHAMA TO-MORROW, the 26th
Instant, at 2 p.m.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 25, 1892.

NOTICE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOT POSTE FRANÇAIS.

The Co's Steamship
"Océan,"
Commandant PELERIN,
will be despatched for
SHANGHAI TO-MORROW, the 26th
Instant, at 4 p.m.

An inquest held yesterday, the jury, composed of Messrs F. E. E. Burchard, D. McEllan, and J. P. Madan, returned a verdict of death from fever brought on by excessive exposure, in the case of the man who was picked up by a fishing junk and taken to Aberdeen. The deceased had been a passenger on board the junk which was captured off Cap-shui Min early last Saturday morning. The same jury returned a verdict of manslaughter against some person unknown in the inquest held on the body of Pun Yuen Kwai, the man who was struck with a piece of wood by a salt smuggler at Yau-ma Ti. Dr. Marques said that death had been caused by hemorrhage brought on by rupture of the spleen. The ninth rib on the left side had been fractured. One witness said he had seen the salt smuggler strike the deceased several blows with a piece of wood, the deceased striking the salt smuggler with his wooden pipe. Another witness said the salt smuggler struck the deceased on the chest with his fist, causing the deceased to fall backwards heavily. While the deceased was on the ground the salt smuggler gave him three or four severe kicks in the side, and then ran off. This witness said he had not seen the deceased strike the salt smuggler; the latter individual has since absconded in company with the woman who is said to have been the cause of the quarrel.

Yesterday evening Signor Chiarini gave the opening performance of his second season before an audience of very limited numbers. We anticipated, judging from the appreciation that was bestowed on Signor Chiarini and his Company when they were here last, that on the opening night the performance would have been witnessed by a bumper house, but this was not the case. The unsettled nature of the weather during the last few days may account for this, however, and, as we can hardly think that the community are satiated with the excellent fare provided by Signor Chiarini, we believe that, with better weather, the large tent at Bowington will again be filled by large and admiring audiences, drawn thither by a desire to see old favourites and to witness the novelties which have added to, and considerably strengthened, this powerful company.

Last night the performance commenced with "Les Mosquétaires de La Reine," which has been performed here two or three times already, but which formed as pretty and interesting a spectacle as ever. Ughora, in company with the young Kichigoro, showed a wonderful degree of skill in balancing tube with his feet, making his legs and feet do the work of arms and hands with surprising ease. The beautiful little "Midget" exhibited, under the guidance of his trainer, Signor Chiarini, a full docility and sagacity, and caused some amusement by his tricks with the clown, Mr. Angelo. The Misses Steadley were much appreciated as "Jockie and Jenny," and for the dancing of the Highland Fling received considerable applause. "The Howling Bells" by Mr. Sarony created great amusement, as it could hardly fail to do. His make-up was of the most grotesque kind, and calculated to tickle the risible feelings of the spectators to a very great extent. Mr. Sarony's actions were intensely comical, and the whole performance was of a highly humorous nature. Mr. Lee, who is deservedly a favourite, turned several pirouettes and somersaults on horseback in his usual graceful style. The Brothers Eugene went through their oft-repeated but ever-enjoyable vagaries; after which, Signor Chiarini put the splendid Arabian horse, "Abdel-Kader," through some interesting movements. Kagami-Santaro followed, and gained the approbation of the audience by his very clever juggling. He was succeeded by Miss Emma Steadley, who did some very graceful jumping through hoops, and proved herself an excellent equestrienne, for which she was heartily applauded; while Mr. Sarony again produced a favourite impression by his juggling and by the singing of a melody. The Faust Family were again at home as acrobats, and the entertainment was concluded by the Brothers Wallahs going through some funny antics. Another performance is to be given to-night and every evening, weather permitting. We trust that the performances will be patronised by larger audiences than the one of last night. As a first night, of course, this programme was not so satisfactory as would otherwise have been the case.

This loss is reported of the No. 1 Chinese Gun-boat but no very authentic news has at present reached the Anchorage. This vessel was seen in a rather hapless condition during the recent typhoon, having lost two anchors and a quantity of cable. Although expected at Fagoda some days ago nothing has since been heard of her.

The tenders for the Opium and Spirit Farms still continue to excite universal attention. One tender indeed for opium alone, had reached the anchorage some of \$25,000. This tender is so far in advance of all previous tenders, that we are compelled to conclude that either the tender was in ignorance of what the liabilities might be, or that there is something in the nature of a ring, with which we are not at present acquainted. At any rate, as soon as the decision of the Government is known, we shall be better able to understand the present action. We need not assure our readers that the opportunity will not be lost sight of.

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In every respect the vessel is now, perhaps, the most perfect cargo ship of the world. Her strength is great, her shape fits her to bear the strain of powerful engines and to withstand the shocks and torments inflicted by stormy seas, and we are not aware that any other vessel yet built can carry the same quantity of cargo at 12 knots rate of speed on such a small expenditure of coal.

Probably the next development will be a vessel whose hull will give her a speed of 20 knots, and to be utilized by four cylinders. The Kirk system is a distinct move in the right direction, and the results of the first voyage of the Aberdeen will be awaited with interest, as sound data for further experiments whose aim will be to get from coal, in practice, the nearest possible approach to the measure of theoretical duty.

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THE S. S. ABERDEEN.

THE S. S. ABERDEEN. Capt. Matheson, entered our port last night, on her way from Shanghai to London. The vessel belongs to Messrs George Thompson & Co. of Aberdeen, who own a large fleet of sailing ships of the finest quality. Messrs Thompson finding that steamships were gradually displacing sailing vessels in the trade between England and Australia, determined to solve the question of the fitness of a steamship so formed, built, and equipped as to be able to compete with the packets of the P. & O. Co. or the Oriental line as regards speed, and yet be able to carry a very large cargo at such economical costs of coal consumption that the freight paid to ordinary sailing ships would suffice to give the new class of steamer a fair profit.

The Aberdeen, after much careful examination of different plans, was ordered from the building-yard of Messrs R. Napier and Sons, of Glasgow. The engines were built by the Messrs Napier, and the new painted design of Mr Kirk was selected as the most economical type of engine.

The Aberdeen is built of iron, and has three decks, two of which are iron. Although her classification is the highest that can be given, the vessel in many details much exceeds the requirements of her class. The strength of the hull is extraordinary, and the finish of the workmanship cannot be excelled.

The Aberdeen is 302 feet long, 44 feet beam, and her moulded depth is 33 feet. The mean load-draught is about 24 feet. The vessel has room for 520 tons of coal in her bunkers, but provision has been made so that she can store, apart from cargo, 1300 tons of coal, or enough for 43 days full steaming.

The vessel is barque-rigged, and her three iron masts are strong and stout. The main-mast is 78 feet long, and the spread of canvas will greatly increase the vessel's speed in fair winds, and will suffice to enable her to make a port at a good rate if the engine should become disabled. The Aberdeen is very handsome, and her appearance is improved by the graceful and light springing stem. The upper deck, which is oak, is flush, and the only break is amidships where a roomy house gives room for the engine-hatchway, officers' cabins, &c.

The engines are not like the ordinary two or three-cylindrical compound-engines. Higher initial pressure of steam is used than is usual, and the machinery is a compromise between the five-cylindrical Perkins engine, and the modern modification of Woolf's system of expansive machinery. In the Aberdeen there are three cylinders, whose forces are turned to account by transmission to a shaft of three cranks; each crank is set at an angle of 120° degrees. The difference between the Aberdeen's engines and ordinary compound engines is that the Kirk patent provides for three cylinders, each of different sizes. First there is the high pressure cylinder. Steam enters it at a pressure of 125 lbs. per square inch above the atmosphere. Cut off is made, at full speed, at half stroke; steam then passes into the medium cylinder, and enters at an actual pressure of 35 lbs. above the atmosphere. After operating on the piston the steam passes to the third or final expansion cylinder. The steam enters this third chamber at 13 lbs. pressure (over the atmosphere) and then, when it has done all the work it has to do, makes its exit with a pressure of only 3½ lbs. (over the atmosphere) into the surface condenser, where it quickly is turned into hot water, and then forced into the boiler by the action of the steam, and to make another round. The economy of the Kirk system is, so far, unsurpassed, though we believe that in the future, by use of boilers of the "locomotive" type, and extensive use of fire clay for furnace walls, the constructor of the Messageries steamers has, by different means, attained very nearly the same measure of economy. The Aberdeen has engines of 450 horse power nominal, but the effective, or indicated horse power is 2,700. The steam is produced in two immense steel boilers, each of which weighs 82 tons. The two boilers are of cylindrical form, and of unusual size. Each boiler is 193 feet long by 12½ feet diameter. When the vessel is furnished with best Welsh coal she works at full power with 28 tons of coal per day of 24 hours, but with old or second rate coal, she requires 30 to 32 tons per day. On this last consumption she can make a voyage at the rate of 12 to 12½ knots, at a cost of £100 per day, or at 188 nautical miles, at a coal expenditure of 1½ pounds per hour for each indicated horse power. The vessel is well fitted with labour-saving contrivances. The steam winches are of the best kind, with horizontal cylinders, and so fitted as to lay low and compactly. The steering apparatus is moved by steam on Mr. Kirk's patent, and is said to be quick and reliable. The screw propeller has four blades, and at full speed is turned 62 times in a minute. The pitch is 23 feet 6 inches.

The vessel has now 5,400 tons of cargo on board, but could take more, and will make her voyage to London at 11½ to 12 knots speed on 30 tons of Japan coal a day.

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CORRESPONDENCE.

THE CURS ON SHAMEN.

To the Editor of the "CHINA MAIL."

Canton, 24th August.

Sir—Your Canton correspondent has found some trouble to induce in an effort against the Municipal Council of Shamien, against the dog nuisance. It is worthy of notice that the Municipal Council, he would have him right on the head, but the Municipal Council in this instance are not to blame. All that could be done by the Council was done; they legally had no power to prevent dogs running loose on the settlement, nor will they have, unless the bye-law, which the Council passed, is approved by the British Minister at Peking. The Shamien public are solely to blame in this disgraceful matter; the Doctor of the Settlement and the Municipal Council begged the residents to aid them in putting down the intolerable dog nuisance from which they have suffered for the last year, and the enlightened residents (!) metaphorically put their fingers to their noses and laughed at the request.

We shall probably have to wait until some unfortunate European falls a victim to one of the Shamien mongrels before any steps are taken to abate the nuisance.

THE GOVERNOR.

Police Intelligence.

(By H. E. Widdowson, Esq.)

Friday, August 25.

LARCENY.

Wong Amoo, cook, was charged with stealing a box containing clothing and other articles (value \$6), the property of Li Chuan, on the 19th August.

The complainant is a member of a company of actors who were performing in the Po Lok Theatre but who have now left; and on the morning of the 19th he missed a box of clothing from the stage of the theatre.

It in the kitchen, broken open and some of the contents removed. The prisoner was discovered hiding in the cookhouse shortly afterwards and given in charge.

The prisoner was sentenced to two months' hard labour.

HAYING, COOLIES.

Hayling, coolie, was sentenced to six weeks' imprisonment with hard labour for having stolen a pair of trousers belonging to Chung Ahk, washerman. The trousers had been taken from the hillside, where they had been laid to dry.

RETAILING SAMBHU WITHOUT HAVING A LICENSE.

Lau Ashang was summoned for retailing sambhu without having a license.

Yesterday forenoon a chair coolie went to the defendant's house, No. 29 Aberdeen Street, and purchased three cents' worth of the liquor and handed it to Inspector Quinlan, who visited the house with a warrant in the day, and found two jars of sambhu, each jar containing about three galls. Inspector Quinlan stated that the defendant had no license, and that his customers were principally chair coolies; he also produced the defendant's books showing the accounts kept with the various coolies.

The defendant denied having sold sambhu, and said his cousin, who had just come home and wished to offer up a sacrifice, had bought the sambhu to the house on the 21st instant.

The cousin was called, but his statement did not correspond with the defendant's. He said that the liquor had been bought at a spot near a long wall and under a dwelling, the small penalty of \$5 or six weeks' imprisonment was imposed.

OBSTRUCTION OF THE BURIAL LAWS.

Lau Yau, contractor, was summoned for burying a corpse in a place other than a cemetery.

Yesterday Hill said the defendant had buried his father, who died lately, at Kai Lung Wan, which he had no authority to do.

The defendant said he had buried his father in accordance with the wishes he had expressed. The father had chosen the spot between years ago.

The body had been buried at a spot near a long wall and under a dwelling, the small penalty of \$5 or six weeks' imprisonment was imposed.

A WIDOW OF A BED QUILT.

Kian Kwai was charged with stealing a bed quilt from the house of a widow residing at Yau-ma Ti this morning.

The widow's house is occupied by several lodgers with whom the prisoner was acquainted, and with whom he had slept for the last three nights. This morning the widow missed a bed quilt and the prisoner. She went to look for him, found him, gave him charge, and made a round of the parva, and was successful, and was successful in recovering the article.

The assistant shopman of the place in which the bed quilt was found identified the prisoner as the pawner. Prisoner was sent to prison for three months.

Canton.

August 24th.

The reported safety of the Colquhoun expedition is confirmed by the return to-day of Messrs Colquhoun and Wahab's two Chinese servants from Rangoon. These were the only Chinese who reached the Bumah coast, the two interpreters having turned back, one just before the party commenced their tramp overland and the other in the heart of Yunnan. Considering how stuporously unfortunate Mr Colquhoun was in selection of interpreters and servants it is wonder that the expedition did not come to grief. I have had a letter from Mr Clate of the China Inland Mission at Tai-

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An extensive strike for an increase of pay is expected among the Irish constabulary.

With the exception of the English and French, all the representatives at the Conference have approved of the collective protective protection of the Suez Canal in principle.

The Turkish Foreign Minister has promised that the expedition will not proceed to Egypt until an agreement is come to with England.

At the Conference yesterday, the Turkish Foreign Minister accepted unreservedly the International Note of the Powers inviting the Porte to send troops to Egypt, in which it is stipulated that the occupation be limited to three months and the whole expense be charged to Egypt.

He also announced the Porte had prepared a proclamation against Arabia.

The latest advice from Egypt state that the rebels continue throwing up entrenchments.

Sir Charles Dilke replying to a question in the House of Commons said there was no reason to believe the conference would interfere with England's military action in Egypt, and wherever the British occupied, the Khedive's flag will be flown.

The House of Commons by a majority of 131 dissented from the Lords' amendment to the Arrears Bill requiring landlord and tenant jointly to apply to the Court, other amendments were modified. It is believed that the Lords will accept the amendments of the Commons.

Aug. 9.—The 72nd Regiment has arrived at Suez.

The ironclad Superb has shelled the enemy near Ramleh and prevented them from encroaching.

The agitation among the Irish constabulary is subsiding.

Aug. 10.—At Alexandria all is quiet. The draft of the Porte's proclamation declares the military leaders in Egypt to be rebels, mentions the friendly relations existing with England, and promises to support the Khedive.

Turkish troops are arriving at Suda Bay, and 6,000 of them preceded to Alexandria to-day.

Constantinople, Aug. 1.—The Porte replying to a Note from Lord Dufferin says it is only possible for the Sultan to proclaim Arabia a rebel after the landing of the Turkish troops in Egypt.

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The Turkish troops which embarked from Salonic have not gone to Alexandria, but only to Crete.

Paris, Aug. 4.—President Grévy announced several members of the Chamber to form a new Cabinet, but all declined.

Colonel, Aug. 4.—The Private Secretary to the Governor writes to us:—"His Excellency has desired me to send you a copy of the following telegram just received from Admiral Sir William Hewett:—From Admiral, Suez Wednesday. Am in possession of Suez."

Bombay, July 28.—The following steamers have been taken up by Government:—Hyalpates, Khair, and Zambiar, from the P. and O. Company.

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Bombay, July 31.—The Bombay Government on Saturday received the following telegram from the Resident at Aden:—

Aden, July 30.—It is reported by the German steamer Doria that a steamer is wrecked thirty miles south of Guardafui, and abandoned. She has a black funnel, and is carrying a military contingent, where they will be placed under the direction of Sir Garnet Wolseley.

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The Conference has resumed its sittings. The Russian delegate was present; the Turkish Foreign Minister asked the Conference to approve of the promulgation of a Proclamation that Arabia is a rebel only after the landing of the Turkish troops in Egypt.

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The Naval Brigade has occupied Fort Mols in order to check the Bedouins concentrated at Maryut.

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General Alison has reconnoitred Arabia's position, which is some distance off.

Any force of Alexandria being surprised are groundless.

Baron Lesseps has protested energetically against the English using the Suez Canal for military operations.

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August 6, (continuing).—The British this afternoon attacked Arabia's advance guard near Ramleh, and a severe engagement continued.

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The marines, who were on the right, commanded by General Alison, fought gallantly, although they suffered somewhat, and drove the enemy back to their second line. The object of this reconnaissance having been gained, the British withdrew at nightfall.

The enemy's loss is unknown, and ours not yet ascertained.

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